



Closing Session

Information/Discussion Session Reports

Transportation Planning

Session Leader: Young Ho Chang

Summary: Janyce Hedetniemi

Transportation Planning

❑ ***What are the top challenges for Transportation Planning?***

- Low priority for transportation
- Models do not reflect reality
- Disconnect with Montgomery County
- Funding, Funding, Funding
- Autonomy
- Lack of trust
- Need for better public outreach and better public education on core issues
- Aggressive advocacy on the part of the public
- Political Realities
- How to balance what you take in order to give

Transportation Planning

□ *What are strategies or priorities to meeting those challenges?*

- Increase densities at Metrostations
- Ensure initial road construction provides longevity to decrease maintenance costs
- Examine reverse commuting for impact on modeling
- Make sure that the Transportation Plan is compatible with planning at transportation entities i.e. NVTa
- LOBBY HARDER AND MORE EFFECTIVELY FOR MORE MONEY FOR TRANSPORTATION
- Use more PPTA mechanisms
- Inform and educate the general public; enlist them to effect changes in Richmond
- Issue a yearly plan update
- Involve civic and homeowner association network
- Have a united NoVA delegation

Transportation Planning

□ ***If those priorities/strategies were implemented, what impact would they have on improving transportation in Fairfax County?***

- Development of an informed and vocal public constituency
- Constitutional amendment to protect the TTF
- An energized and confident public
- Opportunity to offer more modes of transportation county-wide and more multi-modal corridors.

Quick Fixes & Spot Improvements

Session Leaders: Kathy Ichter
Dic Burke

Summary: Roger Hoskin

Quick Fixes & Spot Improvements

- ❑ What are the top challenges for quick fixes and spot improvements?

Quick Fixes & Spot Improvements

- ❑ What are strategies or priorities to meeting those challenges?

Quick Fixes & Spot Improvements

- ❑ If those priorities/strategies were implemented, what impact would they have on improving transportation in Fairfax County?

Ongoing VDOT Projects

Session Leader: Bill Cutler

Summary: George Barker

Ongoing VDOT Projects

- ❑ ***What are the top challenges for ongoing VDOT projects?***
 - Funding
 - Credibility
 - Realistic estimates of cost and timing.
 - Long range cost containment – early land acquisition
 - Adjusting for changing development
 - Keeping traffic moving during construction
 - Knowing obstacles
 - Getting stakeholder input

Ongoing VDOT Projects

❑ *What are strategies or priorities to meeting those challenges?*

- Being realistic, not political
- Factoring in inflation and contingencies
- Coordinating with localities and local development
- Night construction
- Getting people onto alternatives during construction
- Involve public early

Ongoing VDOT Projects

- ❑ *If those priorities/strategies were implemented, what impact would they have on improving transportation in Fairfax County?*
 - Public Credibility
 - Getting traffic moving sooner
 - Minimizing accidents
 - Save money, use those dollars elsewhere
 - Build consensus

Pedestrian and Bicycle Facilities & Telework

Session Leader: Chris Wells
Fatemeh Allahdoust

Summary: Earl Flanagan

Pedestrian and Bicycle Facilities & Telework

- ❑ ***What are the top challenges for Pedestrian and Bicycle Facilities & Telework?***
 - Missing trails/sidewalk links
 - Lack of timetable to meet needs
 - Lack of public participation upon project initiation
 - Lack of reasons to telework
 - Lack of Metro/VODT/FCDOT coordination/standards
 - Bicycle/Pedestrian conflict
 - Lack of County funding decision criteria

Pedestrian and Bicycle Facilities & Telework

□ *What are strategies or priorities to meeting those challenges?*

- Use of VDOT eminent domain
- Develop 2030 pedestrian plan
- Develop State and Local PPTA policies
- Develop telework lessons learned
- TAC coordination study/solutions
- Develop separate bicycle/pedestrian rules
- Develop County funding criteria by pedestrian task force

Pedestrian and Bicycle Facilities & Telework

- *If those priorities/strategies were implemented, what impact would they have on improving transportation in Fairfax County?*

HOV & Ridesharing

Session Leader: Nicholas Ramfos

Summary: Bob Adams

HOV & Ridesharing

- ❑ ***What are the top challenges for HOV and ridesharing?***
 - The good news is that FC has relatively good percentage
 - Bad news is that availability, convenience and time issues are big problems
 - More education is necessary
 - Personal safety issues may be relevant re: sluglines
 - Large number of HOV violators
 - HOT concept

HOV & Ridesharing

- ❑ ***What are strategies or priorities to meeting those challenges?***
 - Encourage part-time carpooling
 - Work with employers to promote carpooling and telecommuting: also flex-time
 - Increase park-and-ride lot strategies to promote carpool formation
 - Buy land
 - Build taller parking lots
 - Rent shopping center and other lots
 - Give parking priority and spacing to carpoolers
- Add HOV reverse commuting program concept
- Increase HOV-2 to HOV-3
- Add carpool lanes in other areas to reach 60% who have no access
- Do not eliminate clean fuel exception
- Need tougher violator enforcement
- Consider HOT lanes

HOV & Ridesharing

❑ *If those priorities/strategies were implemented, what impact would they have on improving transportation in Fairfax County?*

- Part-time carpooling = Positive
- Expand park-and-ride strategy = Positive
- Work with employers = Positive except re: flex-time
- HOV/Reverse commuting = Positive
- Increase to HOV-3 = unsure
- Add carpool lanes elsewhere = Positive
- Eliminating CF exemptions = Positive, but groups don't like this solution
- Tougher enforcement = Positive, but may not be realistic due to safety issues
- HOT lanes = Very mixed review, mainly negative

Public Transit & Rail to Dulles

Session Leader: Karen Rae

Summary: Camille Klein

Public Transit & Rail to Dulles

- ❑ ***What are the top challenges for public transit and rail to Dulles?***
 - Reliable funding source
 - Costs overrun on construction
 - Competition from other approved projects
 - O&M costs
 - Making sure the system works
 - Pedestrian and bus access
 - Parking
 - Enough rail cars to meet demand
 - Congestion during construction

Public Transit & Rail to Dulles

□ *What are strategies or priorities to meeting those challenges?*

- Funding
 - Good management
 - Strong political support
 - Public education and outreach
- Making sure system works
 - Reallocation of resources
 - Plan for parking
 - Operational strategy for more trains
- Congestion during construction
 - Congestion management

Public-Private Partnerships

Session Leader: John Milliken

Summary: Jeff Parnes

Public-Private Partnerships

❑ *What are the top challenges for public-private partnerships?*

A. From the Public's Perspective

- Local governments need to adopt clear mechanisms for solicitation and review
- Programs versus project
- PPEAs (education)
- Environment impacts
- Taxpayer benefits real and communicated
- Transparency
- Unacceptable alternatives as choices (or much better benefit)
- Was the deal agreed upon before local input?
- Converting non-tolled to toll use
- State roads considered as local use but treated as a state-wide issue
- Who decides where the roads go – neighborhood and citizen concerns
- Ensure adequate oversight by the public and local government of process and proposals

Public-Private Partnerships

❑ *What are the top challenges for public-private partnerships?*

B. From the industry Perspective

- Local governments need to adopt clear mechanisms for solicitation and review
- **Say no quickly**
- Guaranteed revenue stream divorced from annual revenue authorizations
- Public support - need to remove perceived uncertainty
- Need to know that adequate staff exists to review proposals
- Getting public to trust system
- Assurance that public agency would keep word – not cave in to strong local opposition

Public-Private Partnerships

❑ *What are strategies or priorities to meeting those challenges?*

- Public perception problem – benefit to the private parties rather than public benefit
- Need to solicit what the county wants, rather than wait for unsolicited proposals
- Can we regionalize the available resources?
- Fairfax BOS explore PPTA concept by having citizen/industry/government task force review and make implementation recommendations
- Ensure proposals are already on plan or will be put on plan as first step in process

Public-Private Partnerships

- ❑ *If those priorities/strategies were implemented, what impact would they have on improving transportation in Fairfax County?*
 - Lower costs – unexpected economic costs are the responsibility of the team
 - Protection from risks
 - Get projects done that might not otherwise happen

Transit Oriented Development

Session Leader: Barbara Byron
 Jim Zook

Summary: Harry Zimmerman

Transit-Oriented Development- Challenges

- Planning for transit important to success
 - But then resist density expansion
- Integrate transit into community
- Balance development and infrastructure
 - Development density and transit capacity
- Integrating existing landowners
- Access and “cross access” through and across stations and rail lines
- Think PEOPLE vs Vehicles
- Public Opinion of “mass transit”
- Public support
- Synergies and mixed uses

Transit-Oriented Development – Strategies/Priorities

- Maintain County-wide perspective
- Find and articulate “what’s in it for local community”
- Outreach, Education, Visuals
 - What does it mean
- Manage ‘marketplace’
- Use internet (“wired communities”)
- Incentives for landowners
- Air rights as opportunities over interstates

Transit-Oriented Development

- If those priorities/strategies were implemented, what impact would they have on improving transportation in Fairfax County?
 - *All good things...*
 - *Reduce vehicle loadings*
 - *Attract business and residents*
 - *Improve Jobs/Housing balance*
 - *Reduce pressure on stable communities*
 - *Reduce sprawl*

Funding

Session Leader: Bob Chase

Summary: Eric Thiel

Obstacles

- 3rd largest road network, 9th smallest funding
- Political Will
 - “No New Taxes!”
 - Lack of confidence between NOVA & Richmond (Despite actually getting transportation dollars)
- Public Perceptions
 - “All those dollars, and what do we have to show for it”
 - Problem is intractable and grossly mismanaged
 - People are angry and do not trust Richmond
- Aging population & disabilities needs public transportation

Strategies

- Solutions to “Attitudinal Inherency”
 - Note: People are angry, suggested “Admit past errors”, etc.
 - Establish “Accountability”
 - Educate citizens on the problem & solutions
 - Put in context of “Time, health, environment, quality of life, etc.”
 - Texas “Congestion Index”, etc.
 - Public digestible version of NVTa briefing, etc.
 - Simplicity is key “No Gridlock!”
- Clear and defined plan to go with funding increases
- More bonds
- Increase gas tax
- Increase cigarette tax
- Telework & telework education

Strategies

- NOVA state delegation MUST work as a BLOC!!!
- PPT should be available in Fairfax County
- Dedicated funding of ADA support transportation via dedicated funding

Benefits

- “Stay at level F vs. total Gridlock”
- Time, AQL, health, etc.
- Less stress
- More family time
- Continued prosperity
- Support to ADA increases quality of life, reduces long term care costs, etc.

Closing Summary

Summit Replay Broadcasts

- Saturday, March 19 at 8 p.m.
- Monday, March 28 at 8 p.m.
- Monday, April 11 at 8 p.m.
- The program will also be available via Video on Demand (VOD) internet feature. This transition will be completed this week.
- VOD available at www.fairfaxcounty.gov, choose cable and follow the prompts.

Summit Information

- Information from today's summit will be available on the Fairfax County Transportation Advisory Commission's (TAC's) webpage at:
www.fairfaxcounty.gov/fcdot/tac

There will be a link the 2005 Fairfax County Transportation Summit.

